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COMMITTEE ON APPROPRIATIONS

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**Congress of the United States**  
**House of Representatives**

March 8, 2012

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Mr. Michael A. Curto  
Metropolitan Washington Airports Authority  
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Washington DC 20001

Dear Mr. Curto:

I have reviewed the 100 percent preliminary engineering estimates on Phase 2 of the Dulles Rail project and was pleased to see that the agreement reached with Secretary of Transportation Ray LaHood and the use of "value-added engineering" has reduced the estimated cost by over \$1 billion. That said, I am disappointed in your board's decision to give a "10-point preference" to contractors bidding on Phase 2 who agree to sign a Project Labor Agreement (PLA). I am opposed to this PLA preference and ask that the board reverse its decision.

As you know, I have been an avid supporter of Dulles Rail and believe everything possible should be done to ensure the project is completed on time and at – or even better – under budget. I opposed the tunnel under Tysons Corner because of the cost. I opposed the underground station at the airport because the cost. My opposition to a PLA is based on cost. All these costs would mean higher tolls on the Dulles Toll Road.

The most recent toll projections show that by 2020 -- just eight years from now -- commuters will pay \$6.75 for a one-way trip on the Toll Road, with costs escalating even more in subsequent years. I implore you and the board to consider the costs to the region. Mothers and fathers will not be able to afford to get to work or take drive their children to school and soccer practice. The real estate markets will suffer due to lack of new buyers able to pay higher tolls and employees in the Dulles corridor will suffer as employers either relocate or avoid opening new businesses in the region due to high transportation costs. By the time this project is completed, a new group of leaders will be responsible for the decisions your board makes now. Board members, especially those who do not live in the region and will never pay the projected tolls, should not take these decisions lightly and remember who will ultimately foot the bill.

Given the toll projections produced by the board, I believe all possible sources of additional revenue should be examined and used to keep tolls as low as possible. Options could include using future Passenger Facility Charges, increasing the fees for Washington Flyer Taxi service, increasing parking fees at the airport and placing a toll on the Dulles Access Road for airport users. I do not know what the proper combination of revenue should be for Phase 2, but I believe that the primary focus for all funding partners should be keeping tolls as low as possible.

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I also remind you that the U.S. Department of Transportation's Inspector General is conducting three audits related to MWAA and Dulles Rail; one on Phase 1, one on Phase 2 and one on the governance, accountability, contracting practices and transparency of the board. I expect preliminary and final reports on all three of these audits by May 15.

Best wishes.

Sincerely

Frank R. Wolf  
Member of Congress

FRW:cw